



ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

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AC Transit

Director
Patrisa Piras

Alameda County

Supervisors
Nate Miley
Scott Haggerty

City of Alameda

Mayor
Beverly Johnson

City of Albany

Mayor
Peggy Thomsen

BART

Chairperson
Director
Peter W. Snyder

City of Berkeley

Councilmember
Kriss Worthington

City of Dublin

Councilmember
George A. Zika

City of Emeryville

Councilmember
Nora Davis

City of Fremont

Mayor
Gus Morrison

City of Hayward

Mayor
Roberta Cooper

City of Livermore

Councilmember
Marjorie Leider

City of Newark

Vice Mayor
Luis Freitas

City of Oakland

Vice Chairperson
Councilmember
Larry Reid

City of Piedmont

Councilmember
Jeff Wieler

City of Pleasanton

Mayor
Tom Pico

City of San Leandro

Mayor
Shelia Young

City of Union City

Mayor
Mark Green

Executive Director

Dennis R. Fay

BOARD MEETING NOTICE

Saturday, February 7, 2004, 8:30 a.m.
Waterfront Hotel
10 Washington Street, Jack London Square
Oakland, California 94607
(see directions on last page of agenda)

Chair: Director Peter Snyder
Vice Chair: Councilmember Larry Reid
Executive Director:
Secretary: Dennis R. Fay
Christina Muller

AGENDA (#)

- | | | |
|------|--|------------|
| 1.0 | Convene Meeting, Pledge of Allegiance, & Public Comment
(Chair Peter Snyder) | 8:30 a.m. |
| 2.0 | Meeting Objectives and Agenda (Jim Bourgart, meeting facilitator) | 8:45 a.m. |
| 3.0 | Presentations on State and Regional Funding Issues
• Sunne McPeak, California Secretary of Business, Transportation & Housing (invited)
• Steve Heminger, Executive Director, Metropolitan Transportation Commission | 9:00 a.m. |
| 4.0 | How Transportation Funding Works* (Frank Furger, Deputy Director) (page 1) | 9:45 a.m. |
| 5.0 | Case Studies - How projects have been permitted to progress through creative financing*
(Frank Furger, Deputy Director) (page 13) | 10:00 a.m. |
| | Break | 10:15 a.m. |
| 6.0 | Breakout Groups. Divide into smaller groups to discuss how selected sample projects can be preserved and advanced through creative financing. | 10:30 a.m. |
| 7.0 | State Budget & Legislation (Lynn Suter, legislative advocate) | 11:00 a.m. |
| 8.0 | Group Discussion on how to deal with State budget and current fiscal situation | 11:20 a.m. |
| 9.0 | Summary and Wrap-up (Jim Bourgart, meeting facilitator) | 11:45 a.m. |
| 10.0 | Next Steps (Dennis Fay, Executive Director) | 11:55 a.m. |
| 11.0 | Adjourn | 12 noon |

- * Attachment enclosed for members and key staff.
 - ** Materials will be handed out at the meeting.
- (#) All items on the agenda are subject to action and/or change by the CMA Board. Times for agenda items are approximate.

*PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH
ENVIRONMENTAL SENSITIVITIES MAY ATTEND*

NEXT MEETINGS

THURSDAY, February 26, 2004; 3:30 P.M.; CMA Board Room, Oakland
THURSDAY, March 25, 2004; 3:30 P.M.; CMA Board Room, Oakland
THURSDAY, April 22, 2004; 3:30 P.M.; CMA Board Room, Oakland

Directions to the Waterfront Plaza Hotel

**Ten Washington Street • Jack London Square
Oakland, CA 94607
(510) 836-3800**

From the Oakland Airport (approximately 20 minutes)

- Exit Oakland Airport to **Highway 880 North**.
- Take the **Broadway Exit**
- Proceed straight one (1) block and turn **left** onto **Washington Street**.
- Proceed four (4) blocks to the **Waterfront Plaza Hotel**.

From the San Francisco International Airport (approximately 45 minutes)

- Exit the S.F. Airport to **Highway 101 North**.
- Follow sign to the **Bay Bridge**.
- Cross the Bay Bridge and take **Highway 880 South** towards San Jose..
- Follow **880 South** and exit at **Broadway/Alameda Exit**.
- At the foot of the exit turn **right**. Follow signage reading **Alameda/Broadway/Jack London Square**. This will put you onto 5th Street.
- Turn **right** onto **Washington Street**. The Hotel is four (4) blocks ahead.

From Sacramento (approximately 1 ½ hours)

- Follow **Highway 80 West** to **Highway 880 South Alameda/San Jose**.
- Follow **880 South** and exit at **Broadway/Alameda Exit**.
- At the foot of the exit turn **right**. Follow signage reading **Alameda/Broadway/Jack London Square**. This will put you onto 5th Street.
- Turn **right** onto **Washington Street**. The Hotel is four (4) blocks ahead.

From San Jose (approximately 1 ¼ hours)

- Take **Highway 880 North** to the **Broadway Exit**.
- Proceed straight one (1) block and turn **left** onto **Washington Street**.
- Proceed four (4) blocks to the **Waterfront Plaza Hotel**.

From Walnut Creek (approximately 30 minutes)

- Follow **Highway 24 West** to **Highway 980/Downtown Oakland**.
- Take the **11th/12th Street** exit. This will put you on **Brush Street**.
- Proceed straight on Brush and turn **left** on **5th Street**.
- Turn **right** onto **Washington Street**. The Hotel is four (4) blocks ahead.

From Pleasanton/San Ramon (approximately 30 minutes)

- Follow **Highway 580 West** to **Highway 980/Downtown Oakland**.
- Take the **11th/12th Street** exit. This will put you on **Brush Street**.
- Proceed straight on Brush and turn **left** on **5th Street**.
- Turn **right** onto **Washington Street**. The Hotel is four (4) blocks ahead.

From Fresno/Modesto Area (approximately 2 - 3 hours)

- Take **Highway 5 North** to **Highway 580 West**.
- Follow **580 West** to **Highway 980/Downtown Oakland**
- Take the **11th/12th Street** exit. This will put you on **Brush Street**.
- Proceed straight on Brush and turn **left** on **5th Street**.
- Turn **right** onto **Washington Street**. The Hotel is four (4) blocks ahead

Parking for the Waterfront Plaza Hotel & Jack's Bistro

10 Washington St., Oakland

510) 836-3800

Please Note Parking Stickers are only valid for the two parking lots listed below.

Please do not park at the Waterfront Plaza Hotel.

Rates

Day Parking	\$8.00 per car
Overnight Parking	\$15.00 per car

Parking is on a first come first serve basis

Local Parking Facilities

Located within ½ a block of the Waterfront Plaza Hotel and Jack's Bistro

The Washington Street Garage

101 Washington Street
Oakland, Ca. 94607

*****Located** on the corner of Washington Street and Embarcadero, across the street from the Jack London movie theater.

1 st hour	\$2.00
Each additional ½ hour	\$1.00
12-Hour Maximum Rates	\$13.00

or

Underground Parking Garage beneath Barnes & Noble Book Store

(Garage is nameless)

*****Located** in Jack London Square, on the corner of Broadway and Embarcadero

Rates

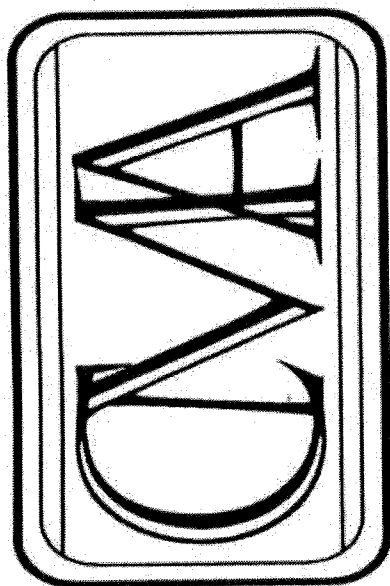
1 st hour	\$2.00
Each additional ½ hour	\$1.00
12-Hour Maximum Rates	\$15.00

*****For more information about the Washington Street Garage or the parking garage beneath Barnes and Noble, please call Ampco Parking @ 510- 451-8700.**

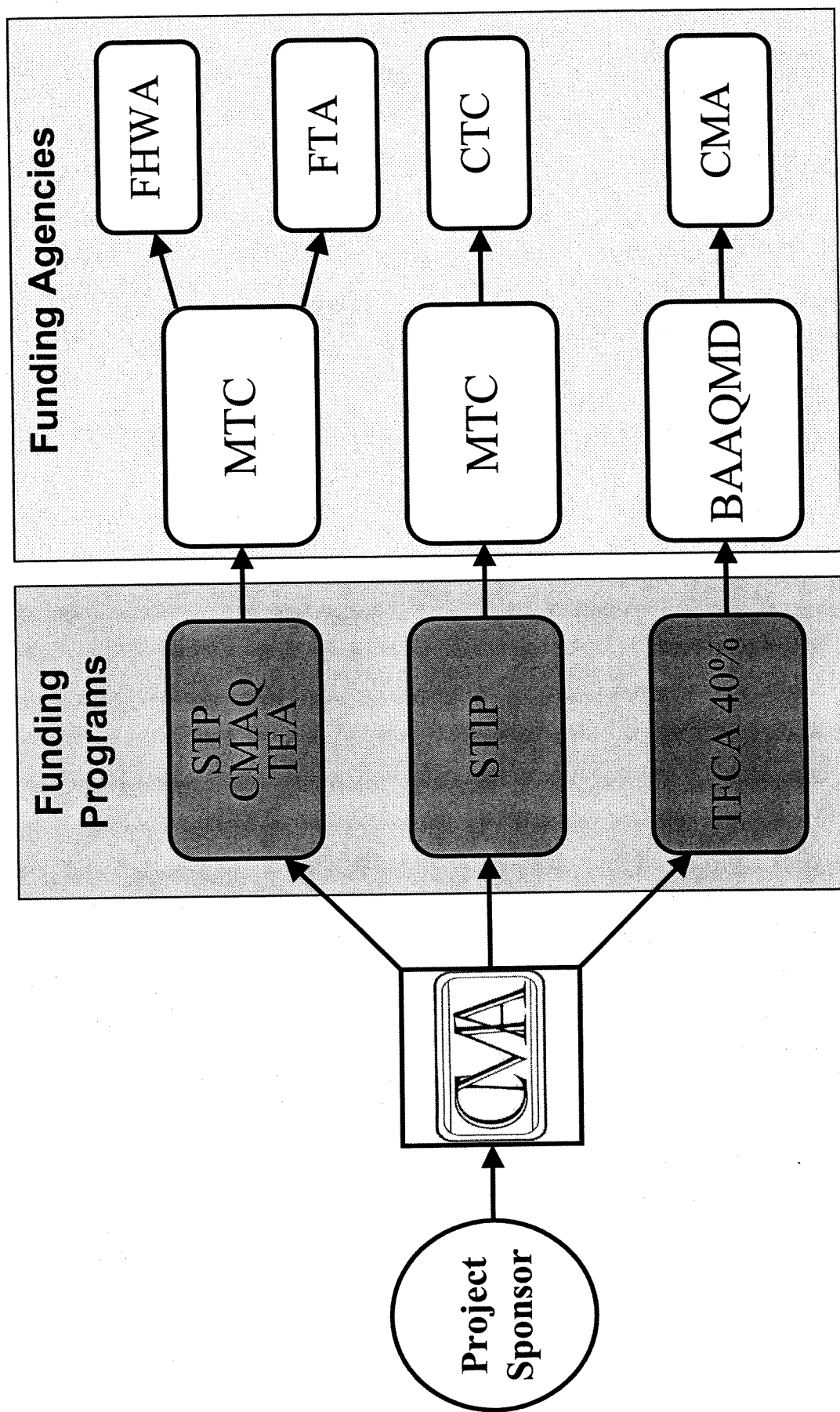
*****There are additional surface parking lots available in and around Jack London Square. The rates are comparable to rates listed for the Washington Street Garage.**

*****Metered street parking is available on Washington Street.**

FUNDING SUMMARY

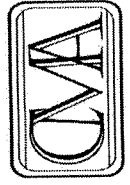


THE FUNDING PICTURE: CMA'S ROLE



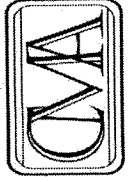
FEDERAL PROGRAMS

- Surface Transportation Program (STP)
- Congestion Mitigation Air Quality (CMAQ)
- ISTEA FY 91/92 – 96/97
 - \$117 million in ISTEA STP/CMAQ funds programmed through CMA
- TEA 21 – FY 97/98 – 02/03
 - \$106 million in TEA-21 STP/CMAQ funds programmed through CMA
- Next TEA



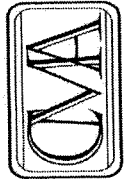
STP PROGRAM

- Directed to Local Street & Road and Transit Rehabilitation Projects
- CMA Typically Prioritizes Projects within Each Planning Area
- Last Program Adopted By CMA Board in January 2000 - \$25 Million Two-year Program
- Projects: BART A/B Car Rehab, AC Transit Rehab, Local Streets & Roads Rehab



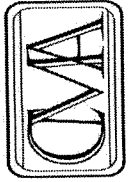
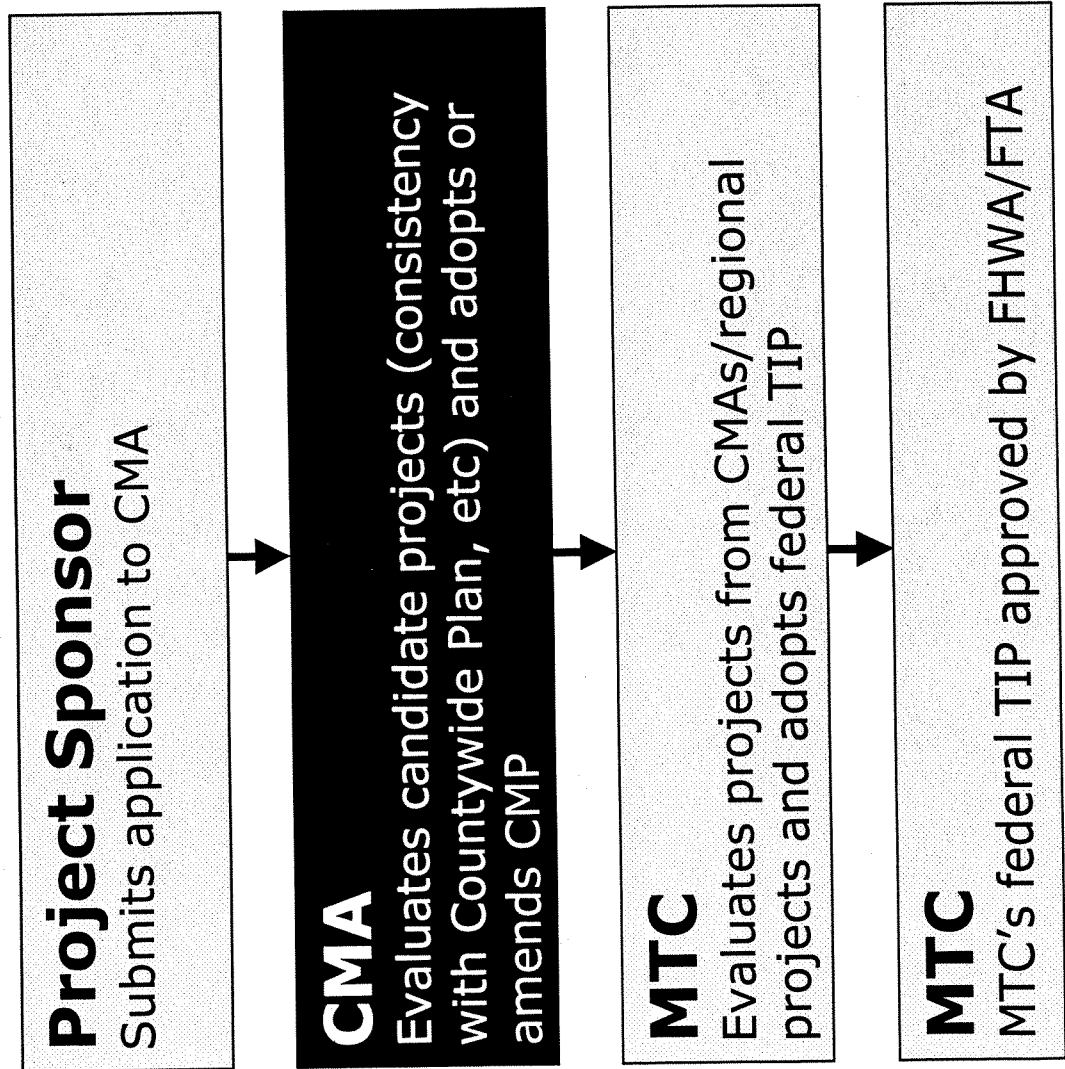
CMAQ PROGRAM

- Directed towards Corridor Management Projects
- 6 Corridors in Alameda County
- Last Program Adopted by CMA Board in January 2000 - \$11.3 Million
- Projects: Bike/Ped, Transit Connectivity, Operational Improvements



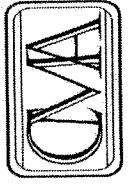
PROCESS FOR SELECTING PROJECTS

FEDERAL STP, CMAQ & TEA FUNDING

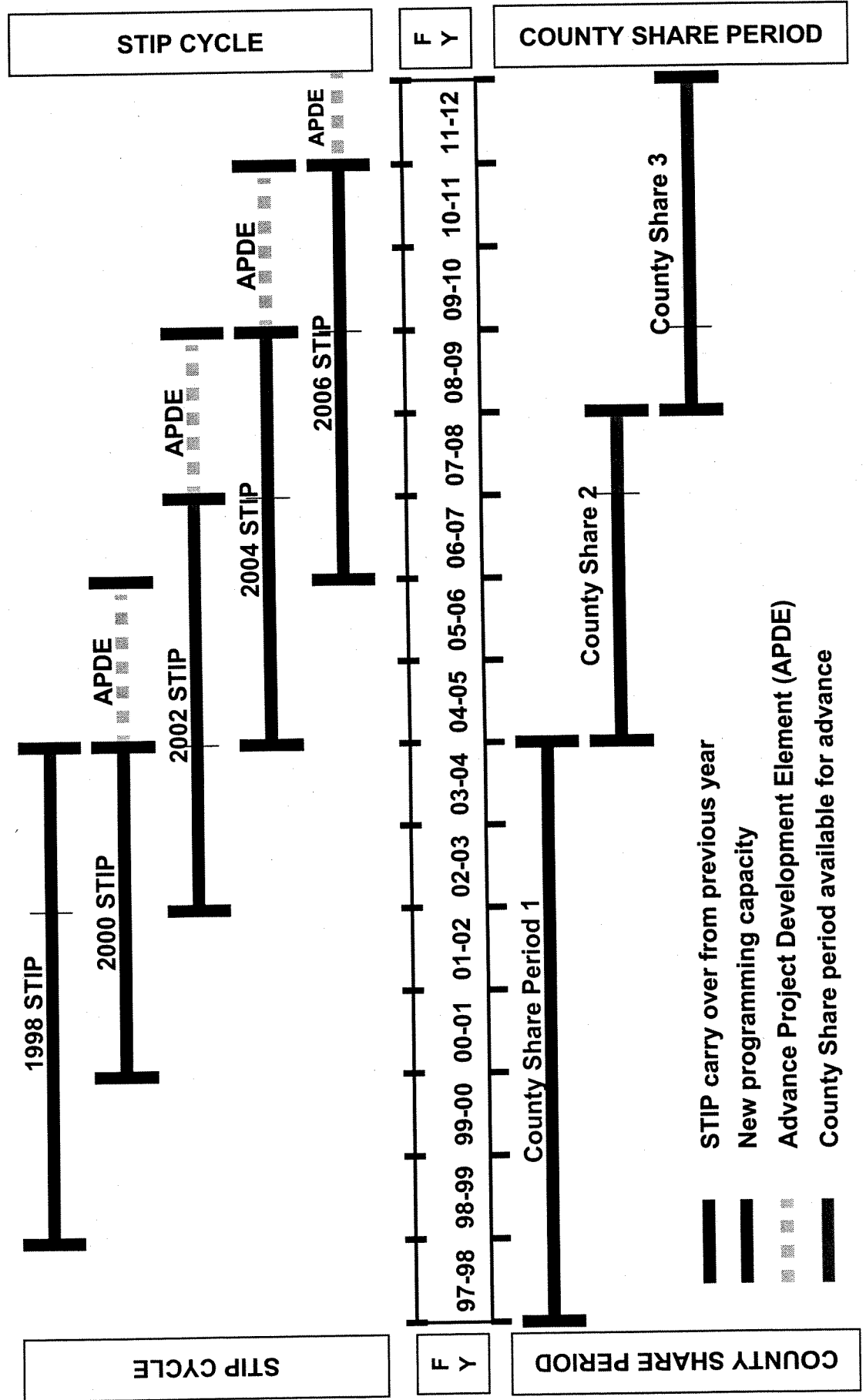


STIP PROGRAM

- 75% Programmed at County Level
"County Share"
- 25% Programmed at the State Level
 - Inter-regional Program (ITIP)



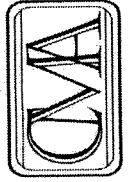
STIP CYCLE / COUNTY SHARE PERIOD



Source: MTC, July 2001

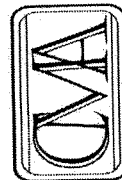
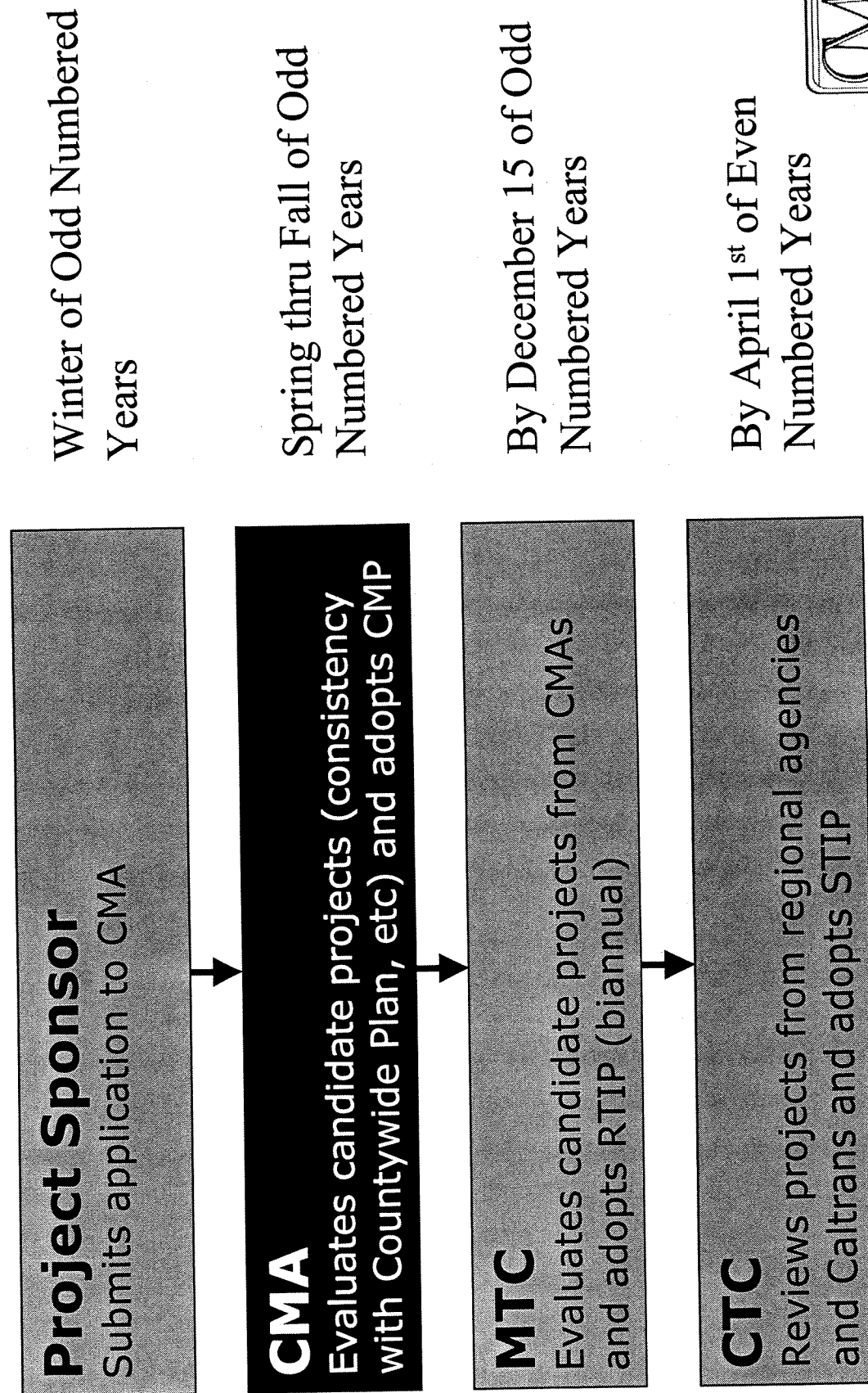
SB 45

- Provides Additional Flexibility to Counties In Programming
- Establishes Timely Use of Funds Provisions
- Last Program Adopted by CMA Board in September 2001 – Approx \$100 million
- Projects: Major Capital Improvements – BART OAC, I-680 Widening, AC Transit Bus Acquisition



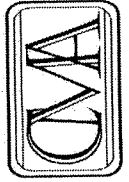
PROCESS FOR SELECTING PROJECTS

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)



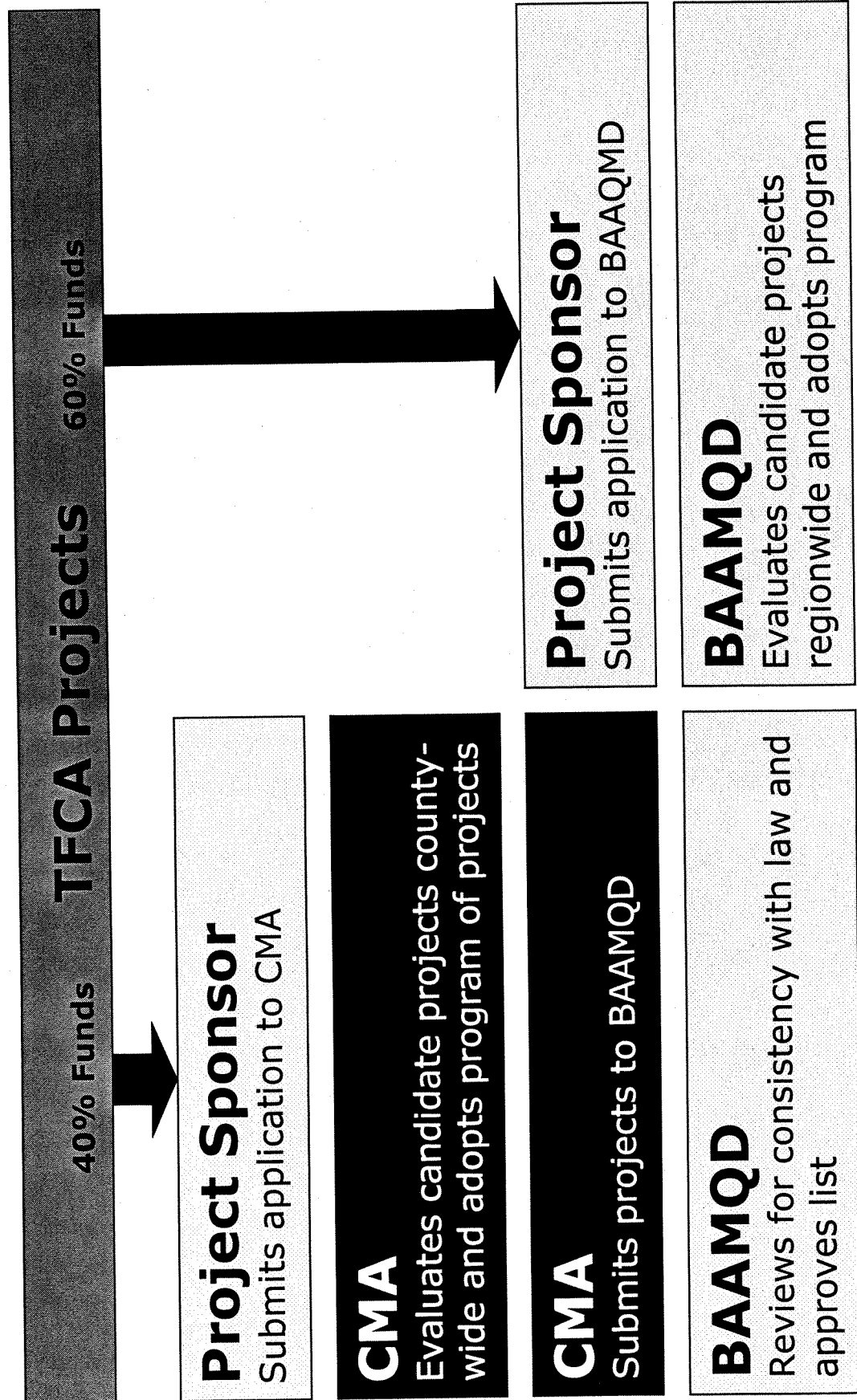
TFCA PROGRAM

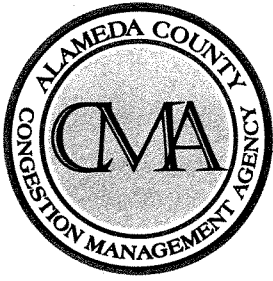
- 60% of Funds Programmed By Air District
- 40% of Funds Programmed By CMA
- CMA Funds Programmed 70% to Cities/
County – 30% to Transit Related Projects
- Last Program Adopted by CMA Board
March 2002 Draft 02/03 Program
- Projects: Bike/Ped, Arterial Traffic
Management, Transit Information/
Rideshare



PROCESS FOR SELECTING PROJECTS

TRANSPORTATION FUND FOR CLEAN AIR PROGRAM (TFCA)





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*February 7, 2004
Agenda Item 5.0*

Memorandum

DATE: January 30, 2004
TO: CMA Board
FROM: Frank R. Furger, Deputy Director
SUBJECT: Case Studies in Project Exchanges

Over the last several years, the CMA has supported several project exchanges that have facilitated delivery of projects that would have otherwise been delayed if local funds were not available. Some of the projects that have benefited from these exchanges include:

SMART Corridors Project
I-880 Corridor Study and the North I-880 Operational Study
98th Avenue Reconstruction
I-238 Widening Project
Washington/Paseo Padre Grade Separation Project
Altamont Commuter Express Project
I-680 HOV Project
BART Oakland Airport Connector

Case Study

The following is one example of an exchange that shows how local money can be leveraged to deliver projects that would otherwise be delayed due to the state budget crisis.

Background

In the spring of 2003, the shortfall in the state highway account led to a situation where only \$1.8 billion in funding was available in the State Highway Account (SHA) to allocate to projects programmed in FY 2002/03 and FY 03/04. The funds needed to deliver the projects programmed statewide in these two fiscal years was approximately \$4.3 billion.

The CTC adopted an allocation plan strategy that called for the \$600 million to be allocated to STIP projects and the remaining \$1.2 billion would be allocated to the

Caltrans SHOPP program over an 18 month period. The \$600 million in STIP funds would be allocated to projects programmed in FY 02/03 that were deliverable by June 2003 and met certain criteria (economic stimulus, jobs creation) that was geared towards economic growth. In taking this action the CTC acknowledged that projects programmed in 02/03 that did not meet these criteria and all projects programmed in 03/04 and beyond would be delayed due to the lack of funds. (We now know that allocations for most STIP projects will now be delayed until FY 06/07 and beyond.)

The only project in Alameda County that met the criteria for allocation was the Mission/I-880 interchange project, programmed to receive \$34 million in STIP funds. In addition to the STIP funds, the remaining ROW and construction phases of the project had several million in local Measure B and Fremont funds programmed.

Alameda County Projects Subject to Delay

Three Alameda County projects that were deliverable in June 2003 were not eligible to receive a portion of the \$600 million in available funds because they were programmed in FY 03/04:

Fremont Grade Separations – Programmed to receive \$26.5 million in STIP funds for construction

I-680 Soundwalls Construction – A phase of the Sunol Grade HOV lane improvements programmed to receive \$10 million

BART Oakland Airport Connector – Programmed to receive \$15 million for ROW acquisition and utility relocation

Because of the lack of funding, these projects would likely be delay until FY 06/07.

The Exchange

Part One

Since the City of Fremont was contributing nearly \$30 million in local funds to the Mission/I-880 project it was agreed that the \$26.5 million in STIP funds programmed to the Fremont Grade Separation Project would be moved to the Mission I-880 project and an equal amount of local funds would be moved to the Grade Separation Project. The result was that the Fremont Grade Separation project could proceed using local funds and the Mission/I-880 project would be programmed an additional \$26.5 million in STIP funds.

Part Two

Although the Mission/I-880 project was eligible to receive an allocation vote from the CTC for the \$34 million programmed in FY 02/03, based on the cash flow needs for the project, this entire amount was not needed immediately. The CTC was requested, and ultimately agreed to allow \$25 million of the \$34 million in the allocation plan to be moved to the I-680 Soundwalls (\$10 million) and the OAC project (\$15 million). These two projects were moved into the allocation plan, received an allocation vote and are now proceeding.

The Mission/I-880 project received an allocation vote in June of 2003 for the \$9 million remaining from the original \$34 million included in the allocation plan. The remainder of the \$60.5 million will be reimbursed to the project over the next three years based on the cash flow needs for ROW and construction.

Result

Because of the cooperative efforts of the sponsors involved, including ACTA, projects totaling approximately \$86 million were allowed to proceed, rather than just the \$34 million originally programmed to the Mission/I-880 Project.

Summary/Lessons Learned

The exchange would not have been able to proceed unless ACTA was able to provide the local funds required and was willing to take on the risk associated with depending on the state for reimbursement.

One of the key criteria that must be considered when evaluating candidates for future exchanges is identifying projects that have a substantial amount of local funds programmed to the project and have the ability to exchange out these funds for state or federal funds. Some candidate projects the Board may wish to consider are listed below.

Project	Comments
I-880 Improvements	Funding included in the proposed Regional Measure (RM) 2 for I-880 Improvements, Broadway/Jackson/I-880 interchange programmed in MB and STIP.
AC Transit Berk/Oak/SL Corridor	Funding plan includes MB, STIP and proposed RM 2
Oakland Airport Connector	Funding plan includes MB, STIP and local funds. Included in proposed RM 2
I-238 Widening	Programmed to receive \$28 million in STIP funds and \$65 million in Measure B
Union City Intermodal Transit Center	Funding Plan includes a mix of local, Measure B, STIP, TEA and TCRP.
BART Warm Springs Ext	Funding plan includes STIP, MB and RM 2
Dumbarton Corridor	Funding plan includes STIP, MB and RM 2
I-680 Sunol Grade	Funding plan includes STIP, TCRP and MB
Route 84 in Livermore Valley	Funding plan includes state and MB
I-580 in Livermore Valley	Included in proposed Regional Measure 2, included in MB and TCRP program.

At the Retreat, the Board will be requested to break into planning areas to discuss options for moving these and other high priority projects forward.

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